

SAN DIEGO RACES SLATED MAY 4 AND 5

See Page 1



Vol. 2—No. 14

(Published Bi-Weekly)
except last issue of calendar year

Los Angeles, Calif.

15c

© May 3-10, 1957

BURNS FATAL TO LOU BRERO, SR., IN HAWAII RACE; WOODS TRIUMPHS

See Page 1



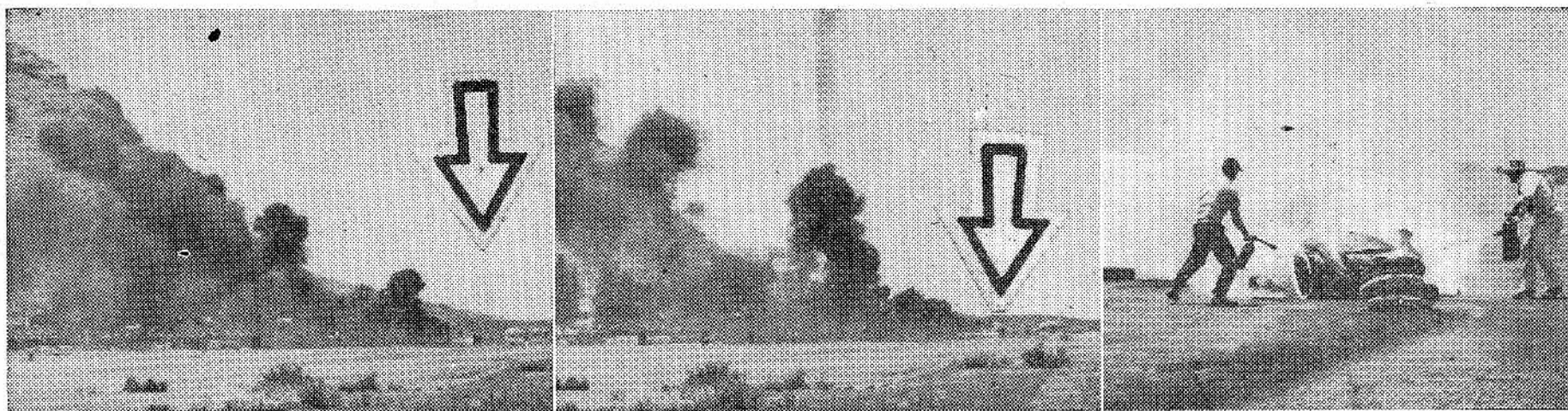
LOU BRERO, SR., who died of burns suffered while he was competing in Hawaii International Sports Car Speed Week April 21. The car, which caught fire while he was practicing during the second race,

—Klaus F. J. Bythiner
was a Maserati powered by a Chevrolet engine. Lou was one of the sport's most popular drivers. He was from Arcata, Calif., and recently placed fourth at Sebring with Masten Gregory.

KRAUSE WINS PRO SPORTS CAR RACE

See Page 6

Fierce Fire Claims Life of Lou Brero, Sr.



MOTOR RACING

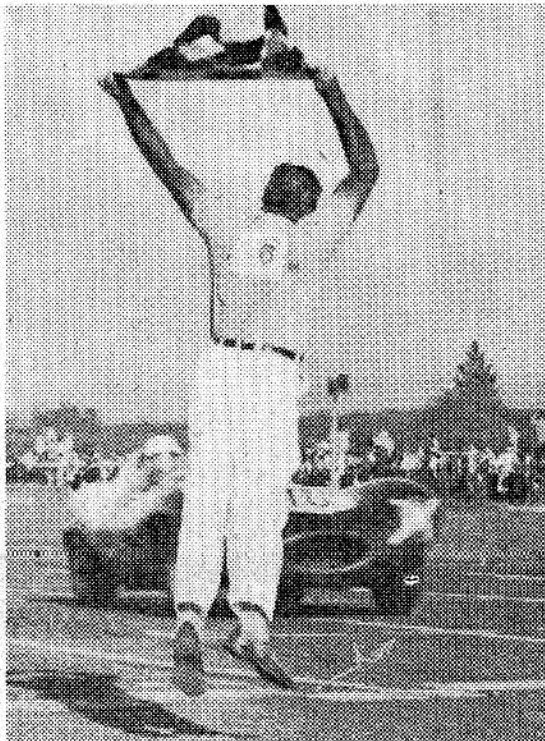
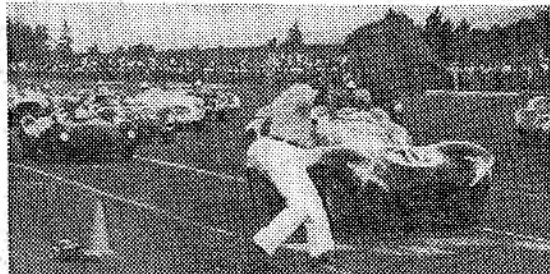
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May 3-10, 1957



PEARCE WOODS gets off first in feature Challenge Gold Cup sports car race at Honolulu (upper left), while at right he gets the checkered flag from Starter Leo Rankin. Lower left: Woods, the winner in D-Jaguar, with Ronnie Milosevich, owner of the car.

GAS TANK RIPPED APART; WOOD WINS

BY GUS V. VIGNOLLE

HONOLULU, T. H., April 21.—A pall of gloom was cast over an otherwise successful sports car road race meet here tonight with the death of Lou Brero, Sr., 49-year-old lumberman from Arcata, Calif., one of the sport's most popular and colorful figures.

Ironically, he died at 10 p.m. at Queen's Hospital while hundreds were trying to celebrate at Queen's Surf, site of the Victory Luau.

Death came from third-degree burns that covered more than 80 per cent of his body. They were inflicted earlier this afternoon when the car he was driving caught fire and exploded in a terrifying accident witnessed by thousands.

Veteran race observers could not recall a blaze of this magnitude involving a racing car. Flames completely enveloped the car, a heavy home-built Maserati powered by a Chevrolet engine. They shot 15 feet into the sky.

There was much speculation as to the cause of the accident, but it is now a near certainty that it was caused by a broken universal joint that whipped up under the flying car, creating

(Continued on Page 3, Column 2)

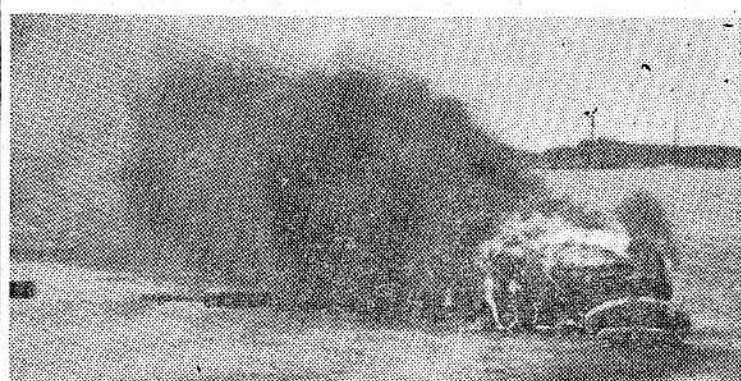
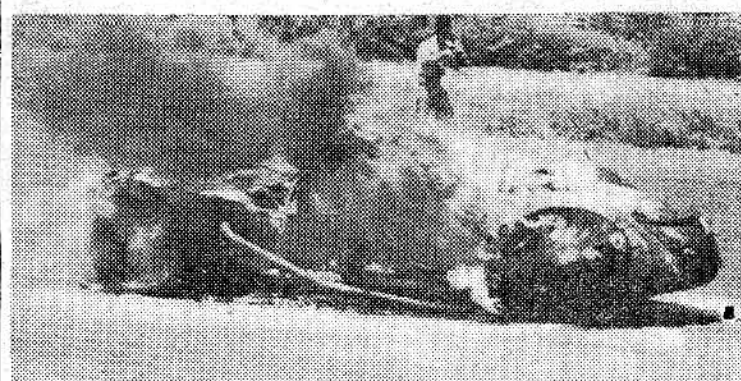
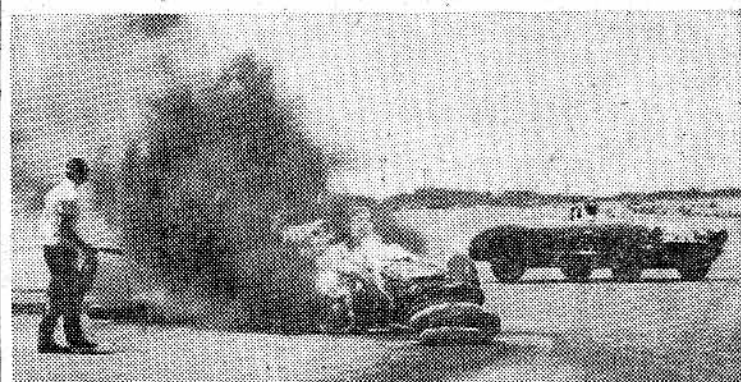
HONOLULU, T.H., April 21 — Hard by the pounding surf of Mokuleia in the clear, golden and smogless air of Hawaii, amid towering mountains and lush vegetation, this magic island celebrated its first big sports car event.

It was Hawaii's International Sports Car Speed Week that started with timed runs last Friday, continued with qualifying races yesterday and wound up today with four races, the feature of which was won by well-liked Pearce (Pete) Woods, of La Habra, Calif.

For a first-timer, the whole show, with the attendant social highlights, was tremendous. It was so successful, that it is now definitely set for next year, probably the week after Easter.

Veteran race observers who flew here from the Mainland had nothing but high praise for everyone—individuals and clubs—connected with the undertaking. These included the Associated Sports Car Clubs of Hawaii, who staged the races with the cooperation of the Honolulu Junior Chamber of Commerce, Hawaii Region of the SCCA and MG Car Club of Hawaii, to say nothing

(Continued on Page 3, Column 3)



—Vignolle & Powell

TOP PHOTOS show the Maserati-Chevy Lou Brero, Sr., was driving shortly after it caught fire. Lou already had bailed out, but car proceeded some 200 more yards into infield. Other photos show intensity of blaze and efforts to extinguish the raging fire. Lou died of third degree burns. Tragedy occurred in Hawaii International Speed Week races.

San Diego Races May 4-5

The West Coast's first sports car road race limited to the two liter class and under will be held May 4 and 5 at a new mile and 3/4 course located in San Diego. The race is being co-sponsored by the San Diego Junior Chamber of Commerce and the San Diego Region of the Sports Car Club of America.

The course is located just Road, about 1 1/2 miles north of

west of U.S. 395 and Miramar the junction of U.S. 395.

Practice will be held Saturday, May 4. Sunday's events are 20 minute and 60 minute races for sports cars and previous race winners, class E and below; and a separate race for formula III. Grand Prix cars race Saturday and Sunday.

In this new type of sports car race the Junior Chamber

and the SCCA are following the international trend to more popular and safer racing by limiting the displacement of competing cars.

Racing starts Saturday at 10:30 and Sunday at 12:00.

There will be an admission of 50c on Saturday, \$1.50 on Sunday. Servicemen in uniform will be admitted for 50c both days.

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• Racing Pow-Wow

By Maury Powell

MEMORIES OF TERRIFIC TIME SPENT IN THE ISLANDS

IF WE START yakking Hawaiian at you, please forgive. It's quite catching, and a bit fetching, we think.

Found out what I am in Hawaiian—a kau-kau hound. Yep, chow hound, that is. Also, we have graduated from the malihini (newcomer) status to the kamaaina, or old-timer.

The reason we write better in Hawaiian is that there are only 12 letters in the alphabet. The consonants—h, k, l, m, n, p and w—are pronounced as in English, except when w is next to the last letter of the word, then it usually has a "v" sound.

The five vowels—*a, e, i, o, u*—are pronounced separately as *ah* (as in awe), *ay* (as in say), *ee* (as in me), *owe* (as in GMAC) and *oo* (as in oo, there's Marilyn Monroe!) The accent generally falls on next to the last syllable.

Now that we've got the educational session over for the day, leave us turn our attention to recent happenings worth commenting upon.

The First Annual Hawaii International Sports Car Speed Week was a smashing success from every aspect. However, it could have been better from an operational standpoint, and will be better next year. It ran into the usual first-time obstacles, and we're sure that even Ray Turnbull will admit he was penny-wise and pound-foolish in several departments. But, for an initial effort, he acquitted himself creditably.

We know there'll be more ticket sellers and takers, so that there'll be no lengthy pileup of customers. We also know there'll be more and better emergency equipment. The Armed Forces have promised Ray and the Associated Sports Car Clubs of Hawaii all the stuff they'll need.

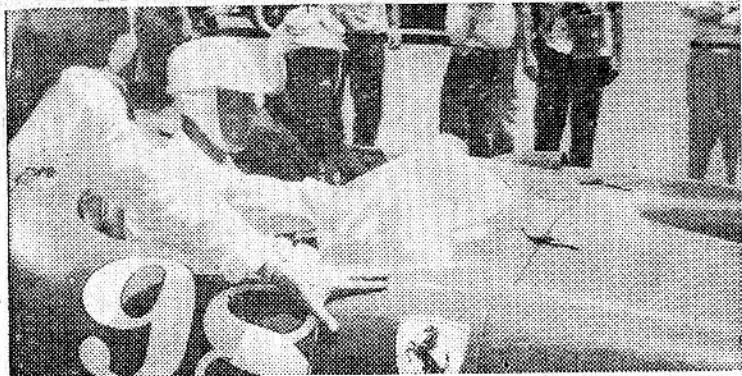
Ray and his wife, Charlotte, were gracious hosts, as were Dr. Thomas and Tetia (Loretta Turnbull) Richert.

Novelty: Joe Landaker, John Edgar's chief mechanic, taking famed Duke Kahanamoku for a spin in the 4.9 Ferrari, fastest qualifying car!

FIND OLD ACQUAINTANCES IN HAWAII

Hawaiian surprises: ran into Doug Duitsman, who was a reporter when I was sports editor of the Inglewood Daily News about seven years ago, he was at the Hawaiian Village setting up advance stuff for Walt Disney Productions, where he's now a publicist, which will shoot Mickey Mouse Club films there. Also, Jack Colon, erstwhile public address announcer at Carrell Speedway, where we used to handle publicity and advertising, is now veepee and general manager of KHON, Honolulu. Bumped into him in lobby of the swanky Waikiki Biltmore, the fine hotel where Ray quartered the visiting mainland press and many drivers, owners and mechanics. See charming Carolyn Campbell for gifts in the Biltmore's lobby; she's nice.

The Hawaiian Village, incidentally, is the hotel that most captures the island's atmosphere with its thatched-roof cottages, seven swimming pools, general decor and landscaping. Hats off to Henry



—Vignolle & Powell

JOE LANDAKER GIVES DUKE A RIDE

J. Kaiser, who may have missed the boat with his autos but sure builds a mighty fine hotel! Plans call for a total of nearly 3500 rooms, making his larger than the Chicago's Conrad Hilton Hotel, presently the world's largest with about 3000 rooms.

Kaiser has fine entertainment in the various rooms. Caught Alfred Apaka, the island's answer to Bing and Perry, plus some corking good Tahitian male and female dancers, in the Tapa Room. Joe Mullan's group is worth catching in the Shell Bar. Alexander and Peggy Oumansky present the hilarious "The Little Hut" in the Tiare Room Tuesday nights, featuring Joan Reynolds, Paul Kliss, William Thielicke and Gene Bergmann. Oother nights it's Teri Rua's Tahitian group in the Tiare Room, and they're tops.

KEENEYS AND WOODWARDS TOP HOSTS

We were guests for an evening of Bill and Maxine Woodward and Charles Clark Keeney, who had just sunk about 600 Gs into their beautifully designed Motor Imports showroom and service shops in Honolulu. Also in the party were Mr. and Mrs. Roy Jackson-Moore, E. Forbes-Robinson and Mr. and Mrs. Gus Vignolle.

Had much fun watching the imported Tokyo players at the Ginza House. Enjoyed the buffet lunch at the Royal Hawaiian, courtesy George Cary. Appreciated the courtesy cars from Service Chevrolet, and the drivers, particularly Harold Seymour of the jaycees. Went nuts over the coconut sundaes and coconut cream pies at the Waikiki Pharmacy. Loved the frozen daiquiries at the Elks Lodge and the crab au gratin at The Tropics. You must try the steaks and teriyaki at the Halekaukahu.

And, finally, thanks to the fine crews aboard the Transocean planes.

Especially that doll of a stewardess, Alice Martinez. Off we go, into the wild, etc., etc.!

LEIGH SNOWDEN AT GARDENA STADIUM

Allied Pictures is busting out with "Hot Rod Rumble" in Los Angeles, featuring that gorgeous Leigh Snowden, next week. Watch for it elsewhere, if you like speed pix. She'll present a trophy in behalf of the film Sunday, May 5, at Gardena Stadium; if you can't go out, watch for it on KTLA from 2 to 5 p.m.

Gardena, incidentally, uncorks another of those popular 200-lap NASCAR late-model stock-car goes Saturday night, May 4, while URA midjets cavort there Friday night the 3rd of May.

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LETTERS

to the Editor

WASHINGTON INTEREST
By coincidence I ran across your March 29 copy of MOTORACING and certainly enjoyed all the interesting articles, and decided to become one of your readers. I am enclosing a check for \$3 for one year's subscription. I am activities chairman of the SCCA, Washington Region. We have a fairly large region composed of about 500 members, and I am also act. chairman of the MG Car Club, Washington Centre, consisting of about 100 members. California, from what I gather, is mostly CSCC. However, I am wondering if your paper would be interested in getting articles on our races at Marlboro with pictures.

We have a National SCCA race scheduled for July 14 and the MG Nationals scheduled for Aug. 25.

M. G. A. Cappiello
Activities Chairman
SCCA, Washington Region
Washington 7, D. C.

ADS PAY OFF
My classified ad in MOTORACING appeared Friday, March 22. I received my copy at 5 p.m. At 7 p.m. I was in the middle of a deal which worked out!

Your ads could be called Speedy Ads! Thanks.

S. L. Paggeot
Burbank, Calif.

MORE FLORIDA RESPONSE
Enclosed please find check for \$3 for one year's subscription for MOTORACING.

Enclosed also find letter which, if possible, forward to one of your classified advertisers, March 22-29 issue (RACING PISTONS—Mercedes 300 S. L., etc. Max Balchowsky, No. 1-0252).

You have a nice newsy sheet. Please get someone to report from this end of the country.

Art Habersin
Miami 32, Fla.

ANSWER ON WAY
Enclosed please find my check for \$3 to cover a three-year subscription as per your ad.

I am a member of SCCA. I hold a Competition License and do commercial photography. If not driving, I am a spectator at all our regional events. In the event that you need photographs of one of our shindigs I will be glad to furnish any of my stuff to you.

Bob Hacker
Jacksonville, Fla.

THANK YOU, DOCTOR
Enclosed please find a check for \$3 for a year's subscription to be sent to Robert Fletcher, No. 1 Eucalyptus Lane, Rolling Hills, Calif.

Ever since one of the original issues was shoved in our car window at Palm Springs several (?) years ago, I've followed the rubbings, journalistic feuds, table thumpings, excellent race coverage, and even all advertisements, with a cover-to-cover diligence. Keep up the wonderful tempo, make all articles longer, and add additional pages.

Dr. Cam Hall
Beverly Hills, Calif.

A WORTHY CAUSE
You of course know of the Sports Cars for Muscular Dystrophy. June 16th, the Jaguar Owners' Association is putting on a big shindig. Briefly, the plans are a rallye followed by a Jaguar Tea—a typical British high tea with plenty to eat. Various "liquids" will also be available. It will be held in the parking area and car ports behind our apartments. The schedule will be as follows:

Coffee and donuts at the Newmans—12 noon, first car out for rallye at 1 p.m. Tea at 5 p.m. Entry for rallye \$1.50. Tea \$2. ALL goes for muscular dystrophy as food is being donated by members.

We welcome use of patio chairs and tables; otherwise, we will have to hire them. We also welcome any donations which can be sold.

Myrtle Newman
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Please run the "Kwlet Kit" ad again. The response amazed us!
AMAZING RESULTS
J. W. Balzer
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Hansgen Triumphs; Kessler 2d

LIMEROCK, Conn., April 28.—Walt Hansgen, Westfield, N.J., driving a fuel-injection D-Jaguar, won the inaugural 10-lap sports car race over this new 1.5-mile course today. He averaged 75.41 mph in the car that Mike Hawthorn recently drove to third place at Sebring.

Second was Bruce Kessler, Beverly Hills, Calif., Ferrari Testa Rossa, and third went to John Fitch, Stamford, Conn., D-Jaguar.

Up until the last lap it was a

furios duel between Hansgen, Kessler and Fitch. The lead changed hands three times.

Paul Sagan flipped in his Porsche Spyder but was unhurt. The under-1500cc 10-lapper was won by Len Bastrup, Wilton, Conn., Lotus Mk. 9, followed by Charles Cunningham, Brunswick, Ma., Lotus Mk. 11, and Charles Ratan, Esser, Conn., VW Special.

A crowd of 6600 fans witnessed the 10 race card, staged by the N.Y. Region of the SCCA.



MARION WEBER

MARION'S MEANDERINGS

By MARION WEBER

HI, THERE! The Concours d'Elegance season is about to get under way with the really big and interesting events and, as one who takes part in this sort of competition, let me urge the rest of you to get in on the fun. It is fun, you know, and a real challenge. I know it seems sort of tame compared with racing and rallying, but entering a Concours is about the only auto sport I can think of which will actually increase the value of your car! Note the used car ads, if you please, and see how the cars "in Concours condition" are priced above the run-of-the-mine type.

To put that little unit of yours in Concours shape, there are several necessary steps in preparation:

1) After careful routine washing, vacuuming, etc., give the finish a high polish with **WAXOMATIC PRE-WAX CLEANER** and thoroughly remove all road film, grease and wax. A quick once-over with this safe polish assures a stainless base for

2) **WAXOMATIC**. The hard finish wax that's easy to use. This pure wax, which is fine for good furniture, too, goes on quickly and rubs out to a high lustre. A favorite of most Concours winners. Now, having taken care of the painted surfaces, get after the chrome and aluminum with

3) **SIMICHROMPOLI**, which we shorten to SIMI. This unequalled metal polish not only produces a sparkling finish, it also protects the metal by leav-

Oh, yes! Prices . . . for those who may want to buy some of these fine products:

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| 2) WAXOMATIC | \$1.50 (4 oz.) |
| Shop Size WAXOMATIC | \$4.50 (1 lb.) |
| 3) SIMI | 69c (tube) |
| 4) D'ELEGANCE | \$2.95 (11 oz.) |
| 5) WEYMANN WAX | \$1.50 (big can) |

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Vignettes

By Gus V. Vignolle

LESSON TO BE LEARNED FROM HAWAII TRAGEDY

HONOLULU, T.H., April 24—Although this was my fifth trip to Hawaii, (no stay-at-home country donkey, this guy), it was by far the greatest. That was because we were with a lot of fine people . . . and because the Islanders went out of their way to show the Mainlanders a regal time.

Naturally, the trip was saddened by the death of a great guy and a good friend, Lou Brero.

There was some talk by some people who don't know their clavicle from their elbow. Let's straighten them out first.

I personally saw two ambulances. They weren't Cadillacs. And they didn't have Red Crosses on them. But they were ambulances—station wagons—with stretchers and other items carried by ambulances.

And I personally talked with two doctors—MDs, not vets or psychiatrists.

And the fire-fighting equipment was comparable to most I have seen at other courses—from San Francisco to San Diego to Mexico City to Sebring. True, there was no foam truck there, but how many have you seen at race meets?

In this case, a foam truck would not have helped Lou Brero.

That should silence a lot of clowns, including one, in particular, who went around trying to dissuade drivers from competing in the main event. He was counteracted by Carroll Shelby, who quickly began contacting drivers, undoing the harm done by the other young mountebank.

Earlier causes for the fire can be discounted quickly—clutch, broken fuel line, gas leaking when the cap became undone, etc.

Broken U-Joint Split the Gas Tank

The day after the accident, Maj. J. V. Hanes of the Marine Air Corps called up his good friend, Phil Hill, and advanced his theory that the U-joint had broken, dragged on the course, creating sparks (there are witnesses to this) and then whipped up to rupture the old aluminum gas tank and causing the explosion.

Phil and Jay Chamberlain went to see the Maserati-Chevy. They took photos. Maj. Hanes was right, Hill and Chamberlain said.

Later, in San Francisco, it was pointed out the frame and rear spring suspension on the right side had broken on Friday and had been welded. The theory was that the track being somewhat rough and at a speed of 135mph, that something gave way and the frame twisted and broke the gas tank.

Lou told his son this was his first reaction when he was sprayed by wet gas and the cockpit was flooded by the fuel.

When he braked violently going into the first turn, the force of inertia threw the gas forward and when it became ignited, it went off like a bomb due to the vast amount of accumulated gasoline throughout the entire car. The action was the same as the packages in the back seat that pile up in the front seat when you brake violently in a passenger car.

Some Lessons Should Be Learned

And just now, word comes from Tom Wilson that the drive-shaft had broken, poking a hole in the tank, and sparks from the shaft hitting the pavement caused the fire.

From such a tragedy, however, we should learn something. This is no blast at homebuilt, but remember that the last two deaths—the other was Dr. Troy McHenry—came in "backyard" machines. As E. Forbes-Robinson points out, in a racing car you need ENGINEERING—TOP-FLIGHT ENGINEERING. There must be no compromise, sir.

These rules were violated: There was no full-length flame-resistant overall worn by the driver. SCCA rules allegedly make this mandatory. And all cars should have an air-tight firewall between the driver and the gas tank. Some of the new cars with the gas tank in the driver's cockpit should be investigated. There should be a heavy protection under the tank.

The tank in Bob Gillespie's car was split wide open.

"Sure, we love to drive in a T-shirt," Phil Hill said. "But something like this stops and makes you think."

It would seem wise to endure the heat and discomfort from heavy fire-resistant clothing in order to be offered at least some measure of protection.

There was quite a stir here among the home-towners over the fact that Tetta Richert did not drive the John Edgar Porsche Spyder in the big race. She had her heart set on it. The car had been loaned to her for the past few months.

But both days Lance Reventlow made a last-minute appearance and took over the driving chore. John said he's in racing to WIN. Lance said John asked him to drive—and that's what he was going to do.

Some Islanders, optimists to the last, exclaimed, "Reventlow won't show up. He's going to be a gentleman about it."

I'll go with Edgar on one point: driving in both the Islanders' race and the main go, one after the other, is too much for a woman. But then she probably would have sacrificed the Islanders' race for the big race.

At any rate, her heart was broken. And there are no two finer people in Honolulu than Tetta and her husband, Dr. Thomas Richert.

A big cocktail party was given at their home before the races. I was told Edgar was to be the guest of honor. He never showed up!

Phil Hill Just Stood Around

Phil Hill stood around with his finger in his ear. One of the top drivers in the country. And the Edgar-owned 4.9 Ferrari (in which Phil set the top time in Friday's runs) stood by idly. Edgar didn't want Shelby beaten. The boy wants to win.

John von Neumann wanted to buy the Ferrari, but the asking price was out of kilter. Ray Turnbull hinted that Johnny could turn the 3.5 Ferrari to Phil, with Johnny driving Ray's Spyder. Johnny said he came nearly 3000 miles to race his 3.5. And you can hardly blame him on that score.

You should have seen that Miles chap utilizing a Texas start. He told the starter to get out of the way. Everybody was opposed to it. The Islanders stormed, talked about it for days.

Some great guys in this racket.

Next issue: the brighter side of Hawaii International Speed Week. A lot of good notes that by far outweigh the seamier aspects.

Death Takes Brero

(Continued from Page 1)

a long streak of sparks, and finally thrashing up and rupturing the gas tank containing about 30 gallons of gas.

PILOT AVERTS A CATASTROPHE

The car went up in flames immediately, but Brero, a veteran campaigner who is recognized as one of the top pilots in the country, remained in the car for more than 200 yards, steering it toward the infield and away from the straight-away fence that was lined by thousands of spectators.

Finally, when the speed of the roaring inferno, which had hit 135 mph before the approach to the 180-degree turn one, was reduced to 40 mph, Lou bailed out. The car, still in flames and shooting a heavy column of smoke into the sky



—Don & Doretta Meacham

IN LIGHT moment after a No. Calif. event, Lou relates a story to Comdr. Morrow Decker, Josh Hogue, Dick Newhall, Roy Storey and his wife, Dolores.

that was visible for miles, continued for some 200 yards more. It came to a halt in the infield on the edge of the turn by a pile of tire markers.

Only the driver's calmness in the face of tragedy averted what could have been a catastrophe.

When he finally unloosened his safety belt and rolled out of the mass of flames, he partially regained his feet and fought desperately to shed the burning clothing from his body. A spectator leaped the fence and came to Brero's aid with a blanket.

ATTENDED BY DR. THOMAS RICHERT

He was sped to Waiialua Hospital, attended by Dr. Thomas Richert, husband of the former speedboat queen, Loretta Turnbull, who is regional executive of the Hawaii Region of the Sports Car Club of America and who competed here yesterday and today.

From this hospital he was transferred to Queen's. At 9:15 p.m., attaches told this writer Lou's condition was "very critical, with 80 per cent of his body burned." Forty-five minutes later he died.

The happy-go-lucky, grizzled driver, well known to Southern California sports car racing followers, was not competing in the race, the second of the afternoon. He was getting in a few practice laps, preparatory to the main event.

The car belonged to his good friend, Bob Gillespie, of Tiburon, Calif. Lou's D-Jaguar threw a rod yesterday. He was stroking it, saving it for today's races, and could have done almost 10 seconds better.

When it was impossible to repair the car—his young son, Lou, Jr., tried desperately to fix it—Gillespie offered the car to Brero. He had never driven it before, and started in at the end of the field in the second race for a few practice laps.

COMPLETED 3 PRACTICE LAPS

He came around twice in 16th place, behind Les DeLoach, in a Triumph. On the third lap he had dropped back a place, following John Adameck, also in a Triumph.

Then, booming down the far end of the main straight and heading into turn one, it happened.

The race, led at the time by Lek von Kaesborg, in a Mercedes-Benz 300SL, was stopped and held up for more than half an hour before it was restarted.

It required that much time to extinguish the fire. The car, said to be valued at \$12,000 and a frequent entrant in Northern California races, was reduced to a charred, twisted mass.

Brero later said he was completely covered with gas when the tank burst. This spiked early speculation that a fuel line had broken.

Witnesses to the tragedy were Lou's wife, Dolores, and Lou, Jr., who had driven the same car to victory in the first race for novice drivers yesterday morning, and one of his best friends, Chick Leson, of Lafayette, Calif.

EXCELLENT DRIVING RECORD

The victim had an excellent record as a driver. Only last March 23, he turned in the best effort among West Coast drivers at the 12-hour Sebring Endurance race. With Masten Gregory, he took fourth overall in a 3.5 Ferrari.

Last March 17 he drove his D-Jaguar to victory at Stockton. He won at Buchanan Field last year in his Cad-Kurtis, one of three cars he owned—the other is a Ferrari. Lou was one of the prime movers behind the staging of the Arcata races last year.

He competed the last Paramount Ranch road races, but first became well known to Southlanders when he won the initial six-hour Torrey Pines endurance race in a D-Jaguar. That was back in 1954, one year after he resumed racing. He had previously raced for two seasons in Europe more than 30 years ago.

Pete Woods Wins

(Continued from Page 1)

of Ray Turnbull, "Pete" Wimberly, Don Ives and Tetta Richert, among others.

More than 20,000 fans were on hand.

TOUGH BATTLE BY CHUCK DAIGH

Woods, a 36-year-old sales manager for a Whittier imported car firm and father of five, won in Ronnie Milosevich's D-Jaguar, but not before given a rugged battle by tough Chuck Daigh, of Long Beach, Calif., going in the stubby T-Bird-powered Troutman-Barnes Special.

Woods covered 28 laps around the 3.1-mile Dillingham Air Field course in the one-hour feature that also combined with the under-1500cc cars. He averaged 82.677mph to win the Challenge Gold Cup.

He won by 7.4 seconds over Daigh. Carroll Shelby, Dallas, Texas, was unable to get his usual speed coming out of the corners in a 3-liter Maserati and finished third. Johnny von Neumann, Hollywood, in a 3.5 Ferrari, was fourth, and Ken Miles, Hollywood, Porsche Spyder, was fifth and winner of the under-1500 class, earning him the Challenge Silver Cup. With the exception of Miles, who completed 27 circuits, all made 28 laps.

ROBBIE SECOND IN UNDER-1500

Sixth overall and second in the under-1500 was E. Forbes-Robinson, Glendale, Calif., Lotus Mk. 11. Following in the Silver Cup category were Lance Reventlow, Hollywood, Porsche Spyder; Jay Chamberlain, Burbank, Calif., Lotus, and Chick Leson, Lafayette, Calif., 1.5 Maserati.

The lead in the big-bore changed hands three times, the last time on the 12th lap, from which point Woods was never headed. Daigh, however, was within striking distance from the second lap until the 24th, when he lost a lot of ground and dropped back to third behind Woods and Shelby. He remained third for two laps, but on the 26th was back in second hole.

Daigh was in the van the first time around. Woods caught him on the second and led for five whirls. Then Daigh led the pack for five, until Pete took over for good on the 12th.

While the Woods-Daigh duel was a good one, the hot one was taking place far back of the leaders. It involved Chamberlain and Roy Jackson-Moore, racing a Cooper 1100 for the popular Honolulu Scuderia Encina, operated by Sportsmen Charles (Clark) Keeney, Jr., and Bill Woodward.

THIS WAS HECTIC BATTLE

They were back in eighth and ninth places most of the way, and their ding-dong battle in and out of the turns had the spectators jumping. The battle ended when Jackson-Moore was forced out with ignition trouble.

It was a great victory for Woods, who went out in the early hours with a broken axle at Sebring recently. He also had been under ban for the past year in so-called amateur racing for having participated in a pro race.

It was a great triumph also for Milosevich, Arcadia, Calif., industrialist, who has been in the sport for one year, having bought the car from Woods.

Pete had won the second six-hour Torrey Pines enduro with the mount and also triumphed at Bakersfield. Since Ronnie took over the machine, the best effort had been a third by Harold Erb at Palm Springs.

The car was ideally suited for this fast course, a killer on tires. Pete said he was able to hit a top speed of 168mph. During Friday's one-mile timed runs, he hit 162.15, second only to Phil Hill's 165.12 in a 4.9 Ferrari.

TURNBULL WINS ISLANDER'S RACE

The one-hour Islanders' race was won by Ray Turnbull, who actually promoted the races. It was one of the most popular victories of Speed Week. The man has never raced before. Veteran race followers could hardly believe their eyes.

He won in the Porsche Spyder he purchased from J. P. Kunstle. His average for the 25 laps was 73.892mph.

Turnbull was a threat from the start, although the leader for the first 15 laps was Bill Lacy, in a big Thunderbird. When the T-Bird was forced out, Ray moved in front and led the pack until the checkered flag.

Following Turnbull were Maj. Duben Ciriacks, Corvette, and Jackson-Moore, Siata. These two were third and fourth and then second and third all the way. This race drew 32 cars, the biggest entry of the day.

The second race, in which Lou Brero suffered burns that cost him his life while practicing for the main event, was captured by Dr. Peter Talbot, of Woodside, driving a fuel-injection Corvette for Gordon Knapp, owner of Calso mineral water, who has gone in for sports car racing in a big way.

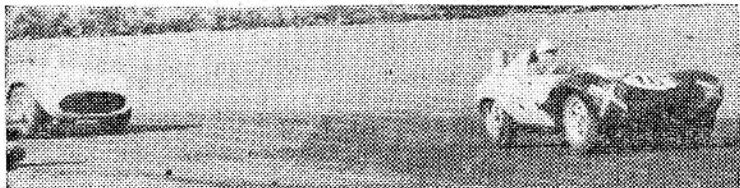
Second in this one-hour whirl for production cars of class E and above was Larry Clark, Hollywood, Corvette, followed by Jimmy Orr, Kentfield, Calif., AC Ace-Bristol.

Two factors helped Dr. Talbot win. A burned-out piston rendered the car inoperative yesterday, but thanks to a group of kindly islanders who worked on it all afternoon and night, the car was ready today.

The other point was that Lek von Kaesborg, the San Bernardino, Calif., attorney, led in his

(Continued on Page 9)

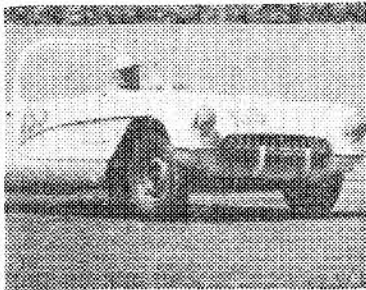
Photo Highlights of Hawaii Speed Week



PETE WOODS LEADS CHUCK DAIGH



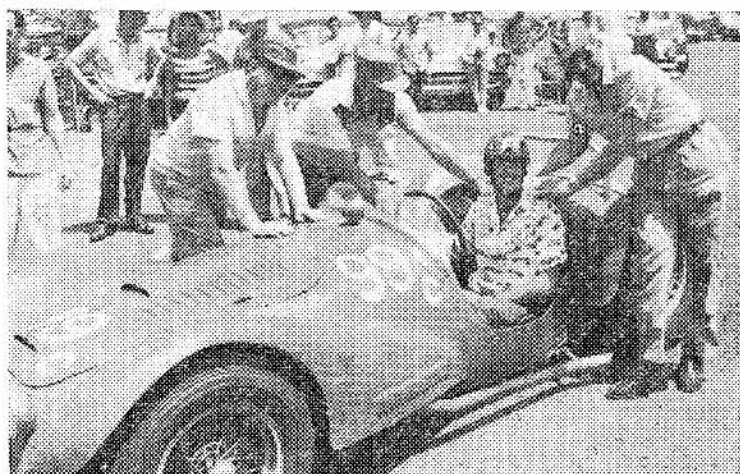
Leon Miller



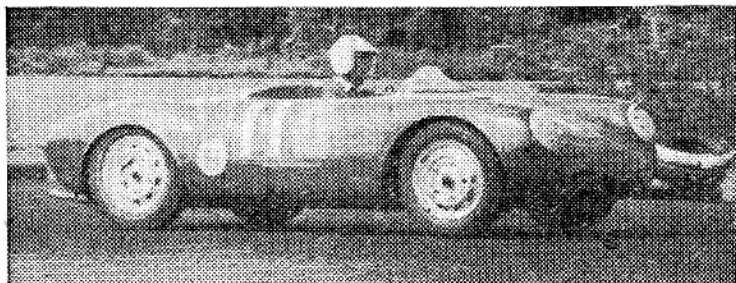
Dr. Peter Talbot



Pineapple Frank Alten



ALL SMILES—Lou Brero, Jr., beams after winning Saturday's opening race for novice drivers at Hawaii Speed Week. He gets hearty congratulations from his dad, Lou, Sr., second from left; Chick Leson and Bob Gillespie, far right, owner of Maserati-Chevy.



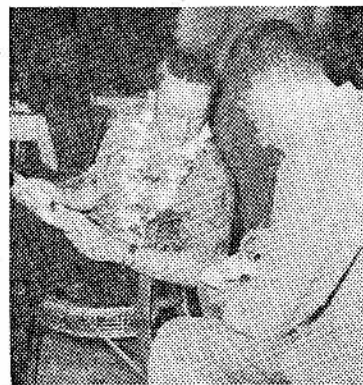
RAY TURNBULL OUT IN FRONT



Maxine Woodward, Mike Hamilton



Carroll Shelby, Mayor Blaisdell



Studying Those Results



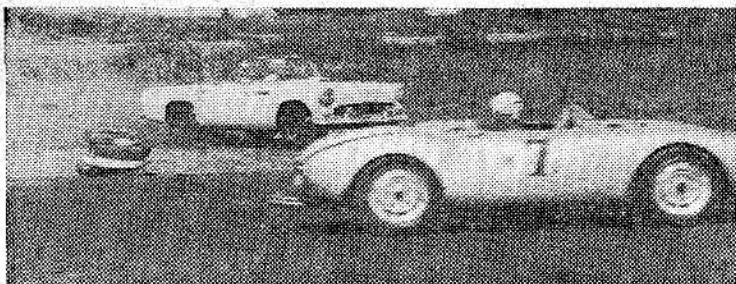
Phil Hill, Jay Chamberlain



Roy Jackson-Moore, E. Forbes-Robinson



Howard (Daisy) Swift



TETTA RICHERT IN PORSCHE SPYDER



Al Papp Calls Tokyo



Nona Beamer, Bob Herrick



Bob Oker, Sherry Dowsett



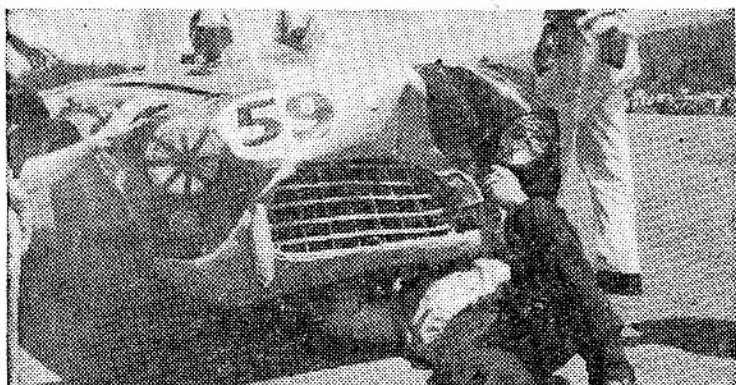
NICE GOING, RAY—Ray Turnbull, winner of Sunday's race for Islanders in Porsche Spyder, gets a kiss from his lovely wife, Charlotte. Looking on, left to right: Gini Swift, Tetta Richert, Howard Swift, Chris (Rotate) Bohman, Clyde Jones and Frank (KBLA Motor Classics) Alten.



Trophy for Pete Woods



And One for Tetta Richert



OKER'S BATTERED AC ACE-BRISTOL



Lek Von Kaesborg

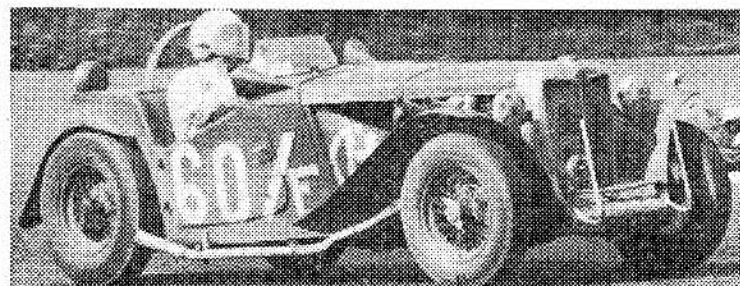


Frank Wong, Nadine and Duke Kahanamoku

Ad Libs

(Notes about our advertisers)

Nick Pastor, plus wife, Evelyn, and kiddies three, were among fans attending the Hawaiian road races. . . . Bob Oker points out that Pearce Woods won the pineapple pageant using Steen "C" lubricants throughout; and about half the other contestants used Steen, too. . . . Bob Carleton, who's offering Indianapolis "500" fans a whale of a deal, has been flying special planes for movie studios for years, and emphasizes that the DC3 is an executive luxury ship he's using for the Indy trip; it'll land as necessary for food and fuel at Albuquerque, and it figures as a real fun deal. . . . Jim Parkinson of Burbank Sports Car Center had a "ball" in Hawaii, as did Chief Mechanic Bill Rudd of Ed Savin's competition shop. . . . Johnny von Neumann, cheered on by gracious Eleanor turned in a fine effort with his 3.5 Ferrari at Hawaii. . . . Bud Goodwin of Sports Car Engineering was starter for the Willow Springs go staged by RRR. . . . Rod Bowers, formerly of MOTORACING's ad staff, is now Wynn's Friction Proofing distributor for the Hollywood and San Fernando Valley areas. . . . Frank Millard reports a keen demand for Alfa Romeos at his Ventura Blvd. agency. Tom McLaughlin says, "Englebert Tires are catching on, and so is Oilzum, at Competition Accessories. . . . Bob Drake says to drop over and help the gang celebrate Mary Davis' victory in the Mobilgas Economy Run at the Grand Prix Restaurant."



DR. ROBERT WHITE AND HIS HOT MG

All Photos by Vignolle & Powell

ant. . . . Irv Kreisel says the folks in Culver City are really getting sports car minded, and business at Continental Car Imports is better than ever. . . . Frank Milne of Harry Mann Chevrolet is re-writing that Manischewitz ditty to go, "Man, oh man, the Corvettes are fine!"

Concourse Sport Car Accessories will be moved to Palm Springs July 1. . . . In the meantime, mail orders only will be handled. . . . Concourse will be a part oasis in the sandy wastes with parts and accessories service to individuals who tend to blow gaskets and fan belts while driving 110 in 110 degree temperature. Also, there's a rumor the firm will have two refrigerators—one for normal use and one for nothin' but cold beer, say the bosses.

SCCA Races Postponed

The National SCCA Championship Races scheduled for May 3-4-5, at Virginia International Raceway, Danville, Va., have been postponed. Inclement weather conditions delayed final paving operations. Work is expected to be completed sometime next month.

In place of the May date, the National Activities Committee has scheduled the tentative dates of August 3 and 4 for the inaugural race at this site.

Classified Ads

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride? Rates are 10 cents per word. \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date.

Next issue Date: May 17-24.
MOTORACING, 725 N. Western Ave., Suite 14, Los Angeles 29, Calif.
HO. 2-6388

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SPORT CAR EMBLEMS. Special club designs for emblems, T-shirts, jackets, plaques and trophies made to order. Send 25 cents for catalog. Spot Enterprises, P. O. Box 66, Culver City 3, Calif.

BACK copies of MOTORACING. All issues available. Send 15 cents for each copy desired, plus five cents each copy to cover postage and handling to: MOTORACING, Box BC, Suite 14, 725 N. Western Ave., Los Angeles 29, Calif.

ARNOLD-BRISTOL '56. Competition roadster. FASTEST on West Coast. 5 firsts, 2 seconds. Immaculate throughout, good mechanical condition. Ed Savin Sports Cars, 475 So. Atlantic. Angelus 8-3264.

MONZA FERRARI. Special designed body. Best of its kind in the United States. Tony Parravano, 1635 Centinela Blvd., Inglewood, Calif.

1956 PORSCHE SPYDER, as new, only 610 miles. Not yet really broken in. Engine No. P-90091, \$5500. W. R. Turner, 901 No. La Brea, Inglewood. OR. 8-4323.

MERCEDES 300SL. Aluminum body. Competition type. Box X, Motoracing.

COMPLETELY REBUILT JAGUAR with D-type engine. 260hp. Write Motoracing, Box J.

'56 MONDIAL FERRARI in top condition. Write Motoracing, Box L.

NEW 3-LITRE FERRARI COUPE. Competition model. Super light Aluminum body. Write Box W, c/o Motoracing.

LAST WILLOW SPRINGS WINNER (3/17/57) Kurtis 500 (ex-Bill Stroppe) complete Halibrand rear end assembly, quick change, safety hubs, special axles, etc. (engine completely rebuilt) ready to race. Will demonstrate. Write: R. Seifried Jr., 38321 E. 12th, Palmdale, Calif. Ph: Windsor 7-1623.

PORSCHE SPYDER, fresh engine, body lightened and re-designed. U.S. road racing gears. \$4500. Will accept trade. 12125 Washington Pl., Los Angeles 66.

TWO WHEEL TRAILER with springs. Suitable for MG, Osca, small Ferrari etc. \$125. Also MG short block just sleeved with brand new 1500cc Chromard liners. \$125. Melrose Garage, 5856 Melrose. HO. 2-9292 or NO. 2-7426.

1954 DYNA PANHARD JR., good run-about as is or excellent foundation for fiberglass special. J. C. Wilder, 1824 San Ysidro, Beverly Hills, Calif.

300SL engine. Raced once at Palm Springs since being completely overhauled. Engine complete with injection, ignition, oil sump tank and oil lines. Chuck Porter's Body Shop. NO. 3-2663.

READY TO RACE Crosley Special. 750cc. Aluminum body, two Weber carburetors, 2 millimeter crankshaft, Halibrand spot brakes (Units of Magnesium). Siata 1100 gear box (aluminum). Aluminum radiator, 6 spare tires. 5 Boroni wheels 15" (aluminum rim). \$1600 complete, \$1000, less engine. ATTENTION SPECIAL BUILDERS: 5 Halibrand 15" Magnesium wheels—never raced, excellent condition, \$30 each. Also have pressure plates and wing nuts. New—two 5.00x15 Pirelli tires and tubes, \$40. MG (TC) transmission, 80% new gears, \$125. Halibrand sports car front hubs, complete with wing nuts and pressure plates, never used, \$100. Will deliver any of the above parts within the Los Angeles area. Write to: R. Seifried Jr., 38321 E. 12th, Palmdale, Calif.

190HP NEW FERRARI 4-cylinder engine complete. Write Motoracing, Box F.

ALFA ROMEO SPRINT VELOCE. 110hp. Brand new. Motoracing, Box O.

Krause Scores at Willow

WILLOW SPRINGS, Calif., April 28—Piloting a D-Jaguar, Bill Krause, of Compton, Calif., won the 30-lap main event in a Road Racing Register program of pro sports car road races here today before 5000 fans. He averaged 99mph over the tricky 2.5-mile uphill-downhill course.

Richie Siefried, Merc-Kurtis, was second, and Billy Cantrell, Offy Special, third. Positions were the same in the 10-lap over 1500cc race for modifieds, except that Bob Clawson, Merc Special, was third.

Ned Yarter turned in a top performance in a '57 Corvette. He started 23rd in a field of 24 and won the 10-lapper. There were more than 70 entries.

Next RRR races will be at Bakersfield June 1-2.

MAIN EVENT — 30 laps, avg. 99 mph: 1. Bill Krause, D. Jag; 2. Richie Siefried, Merc-Kurtis; 3. Bill Cantrell, Offy Special; 4. Ned Yarter, '57 Corvette; 5. Bart Spiegelman, Ford-Kurtis.

UNDER 1500 PRODUCTION — 10 laps: 1. Floyd Burt, MGTC; 2. Bob Fulton, MGTD; 3. Chuck Charles, Alfa Romeo.

UNDER 1600 PRODUCTION — 10 laps: 1. Johnny Peters, Porsche Super Speedster; 2. Jack Patterson, MGA; 3. Don Stewart, MGA.

OVER 1600 PRODUCTION—10 laps: 1. Harley Elchison, TR3; 2. Haywood Brown, TR3; 3. Max Elbow, Austin-Healey.

PORSCHE CARRERA COUPE for sale. 7000 touring miles. \$4000 cash. No deals, no words, just action. W. E. Collins, 2 Jerusalem Lane, Cohasset, Massachusetts.

MGA NEVER RACED. Concours condition. Cannot be told from a new car. Wire wheels, white walls, radio, heater—in fact all MGA accessories. 7000 miles. Cost over \$2900. Sale price \$2395. Captain B. L. Davidson, 6349 San Diego Ave., Riverside, Calif. Overland 4-4838.

AL-FINS: Set of four new Alfin drums for Austin-Healey 100. List \$55.90 each. Sell set for \$100. Performance Cars, Grand Rapids, Inc., 644 Lovett S. E., Grand Rapids, Michigan.

H. C. M. (Halcy Chested Monster) Chrysler-Ford street roadster. \$600 and some brave soul can have it. Joe Bruman, STate 9-3694.

1100 COOPER CLIMAX with many spares. 17 West Coast events 1956, 17 trophies. Ready to race and win. Total price \$2500. Brennan's Specialty Mechanix, 2415 East Second St., Reno, Nevada. Fairview 2-3374.

(Continued on Page 11)

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DUNLOP OFFER

In the recent Gardner-Reynolds advertisement carrying the special 25% discount offer, the address of Continental Motors was incorrectly given. It should have been:

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If you live in that neighborhood and wish to take advantage of the offer of one tire at 25% discount when purchasing one new Dunlop or racing retread at regular price, present this coupon for the special offer, which will expire from 30 days following publication of this issue.

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San Francisco Newsletter

•Dear Gus

By Tom Wilson

**MORE AND MORE TREND IS
TOWARD PRODUCTION RACES**

DEAR GUS:

There is no doubt about it—the trend is toward production car races, which is just about where we came in. These events are so popular that fields of 62 and 55 faced the starter at Stockton. In fact, some new classifications are in order to split up the large fields and make the race livable. Can you imagine 62 cars going into that first turn in one stampeding herd? In one such race the leading car spun out and in the next race the leader took the escape road. I can realize how the guy felt—one look in the mirror and I would have left the county.

They might even classify the cars according to make: Porsche took the trophies in class F; the AC Ace-Bristol took class E; the Giuliettas took class G; the Corvettes cleaned up class B; the Le Mans Healeys took all of class D, and the 300SL swept the field in their new class C. Anything else was in a transom and shudda stood in bed.

There is no future in that sports category—a dozen other guys use their pipeline to Fort Knox and your Backhouser Special is just another also ran. Not one XK Jag entered the big-bore main event at Palm Springs—who wants to get sucked into the scoop of a 4.9 Vermicelli-Bender. The big catch will be the protests; The AC Ace-Bristol was protested at Stockton but there were no specs available so it went by the boards. I think that it was mentioned in The Wheel last year that the manufacturer should provide the specifications for production cars or else the car would be considered in Sports Category. SCCA has done nothing and the regional contest boards are powerless—and some of the boys know it.

MILES OF DETOURS

The driving career of Ken Miles is a series of contradictions. Banned by the L. A. Region after a hassle at Palm Springs, last year; reinstated by the S.F. Region at Sacramento; banned by S.F. at Stockton after the National Contest Board ruled, "No person who is not acceptable for SCCA membership will be accepted as a guest driver." Unquote. Lindley Bothwell requested a ruling for Palm Springs and received a telegram from Eb Lunken, National chairman, that Miles could race and he did but good.

Now we hope that SCCA has made up its collective mind and Miles concentrates on his driving. He wanted to make SCCA look foolish and he has succeeded, and now if he keeps his mouth shut, we will see a lot of his excellent driving; his driving career will be secure and he can regain his former popularity with the racing public. Let that be the last of that stupid hassle.

F.I.A. VERSUS THE BITE

The S.F. Region is planning the initial race at the Pebble Beach Laguna Seco course Nov. 9-10. They have been reasonably assured that it can be a National Championship race. They hope to co-ordinate this race with the Palm Springs race Nov. 2-3, and if both races were National it would be a big attraction for the Eastern drivers who were in contention for that so-called National Championship deal.

But now the L.A. boys have

come up with a new gimmick, that not only seems to draw the best cars and drivers but is for free—which is an item in these tight-money days. They want to make Palm Springs an F.I.A. National event. They reason—look who stayed home from Mexico to race in the first F.I.A.-approved race at Palm Springs. Could the attraction be that they feel that professional races are inevitable and if so, F.I.A. will run them. All those private courses that are being built will only make big money if they draw the international drivers and the factory teams, so leave us get on the bandwagon and get ready for the millenium. That Mexico race was a great deal; win a few bucks and then write off all those amateur racing expenses for the year—it's now a business, not a sport. If F.I.A. ever gets those semi-pro races going, it will be the only way to deduct those racing expenses.

SCCA went to great trouble to soften THE BITE and now those ungrateful regions couldn't care less. It would be amusing if we should receive edicts from George Cary instead of Jim Kimberly. Well, Gus, when you figure out the answers, let me know.

With best regards,

tom wilson

Porsche Motor—1500 Super
3 Pt. case. Excellent condition. Polished ports. A wonderful engine for stocker, special or even VW.

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Race Set For Cotati Strip

SANTA ROSA, Calif., May 1—Plans have been announced for the third annual running of the Rose Festival Charity Road Races to be held May 25-26 on

an all-new course at Cotati Naval Airstrip, a few miles south of here. Races will be presented by the San Francisco Region of the Sports Car Club of America in conjunction with two local co-sponsoring organizations, the Highwaymen Sports Car Club and the Santa Rosa Junior Chamber of Commerce.

The races will be run on a road-type course slightly over two miles, which will feature six turns and one straightaway of over a half mile.

Eight races are carded, including events for both novice and senior drivers, in modified and production class cars. Practice is planned for Saturday, with at least two races being run that afternoon. Balance of the program, including the two main events, will be run on Sunday.

Feature will be the annual revival of California's first road race, the California Grand Prize Race, held at Santa Rosa in 1909. The 1957 version will be a 100-mile contest for senior drivers in over 1500 cc. modified sport cars.

Last year it was won by John Barneson in his Chrysler-powered Hagemann Special. He nosed out the late Lou Brero in a thrilling photo finish.

The Rose Festival Races are being presented as one of the feature events of the annual Luther Burbank Rose Festival. The two co-sponsoring organizations will use the proceeds from the events for charitable work. The Junior Chamber will use its share for their Youth Activities program. The Highwaymen plan on building a Youth Center building, which will be made available on a rent-free basis to any youth, charitable, or non profit organization.



CHICK LESON

One of the early entrants for the Santa Rosa sports car races is Chick Leson, of Lafayette, Calif., who has just returned from Hawaii International Speed Week. He will race his 1.5-liter Maserati. (See story in adjoining column.)

Actors Enter Catalina Motorcycle Races

Two Hollywood film and television stars have entered the seventh annual Catalina Grand Prix motorcycle races to be held on Santa Catalina Island, Saturday and Sunday, May 4-5.

Actor Keenan Wynn rides along with Lee Marvin, another young actor. They will ride small Triumph cycles for Ted Evans, Culver City, Calif., in Saturday's lightweight race.

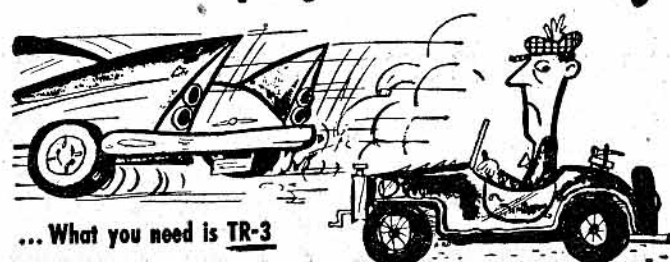
Races are open to professional and amateur riders. The lightweight race is 60 miles, 10 laps around a six-mile circuit.

On Sunday, the big-engined cycles start a 100-mile at 12:20 p.m. over a longer and much different course.

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Washable sanforized sailcloth. Available in Red, White, Black, Gold and 10-Oz. Faded Blue Denim.

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S—34 to 36; M—38 to 40
L—42 to 44; XL—46 to 48
LADIES' SIZES:
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Runyan



European Scene

By W. Robert Nitske

IF YOU THINK GAS IS COSTLY
HERE, READ THIS

THE EUROPEAN oil crisis is nearly over, and sufficient fuel is actually on hand. Rationing, where it still exists, will be abolished soon. It has been estimated that oil supplies reaching Europe during the first quarter this year will reach 85% and that they will reach 95% of normal needs during the second quarter.

In reply to inquiries about the cost of gasoline in the various countries, here are the approximate figures: In Switzerland 48c per gallon; in Denmark, Norway, and Sweden 55c; in Austria 50c; in Spain 60c; in Holland and Belgium 55c; in Italy 63c; in Germany 65c; in Britain 80c; and in France 84c per gallon.

The \$7.5 million fire at the Jaguar plant recently destroyed about a third of the manufacturing facilities, but production has now reached 230 cars, still below the normal 350 weekly output. With the new XKSS model and especially the larger-engined small sedan, sales have again shown an upward swing in this country.

The Mercedes-Benz 300SL roadster will become available this summer. The engine output horsepower at 6,200 rpm. Compression ratio is 9.5 to 1. Maximum speed is given as 155mph. Since the old coupe had an announced top speed of 162mph, with an engine developing 240 horsepower at 6,100 rpm and a compression ratio of 8.55 to 1, the maximum speed of the 100 pounds lighter roadster should be a bit more than the claimed figure. However, a coupe has less drag than an open car.

European participation at the

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500-mile Memorial Day classic is certainly not assured, it appears. A look at the calendar shows that the 1,000-kilometer race for sports cars at the Nurburgring is scheduled for May 26, and the Belgian Grand Prix, to be run again at the Francorchamps course, for June 2.

RALLIES

MAY

- 3-4-5—N.E. Ohio SCCA "Ohio 24" Rallye.
- 4—Phoenix FCCA Gaggie-Reunion.
- 4—Hughes Employees ASCC Hare & Hounds Rallye, Sears Parking Lot, Inglewood, 6:30 p.m. 3 to 4 hrs.
- 5—Arrowhead FCC Weekend Tour.
- 5—Varian SCC Spring Rallye, Varian Parking Lot, Palo Alto. 1 p.m.
- 5—Triumph Owners Club, 623 So. Western, 10 a.m.
- 5-11—Tulip Rallye (Holland).
- *11—San Fernando Valley FCCA Frugality Run. 9 a.m.
- 11-12—Porsche Owners' Club 2nd Annual Carrera De La Armistad to Ensenada.
- 12—Le Cercle Concours d'Elegance Concours, Frascati Restaurant, 9501 Wilshire Blvd., Beverly Hills, 12 Noon to 5 p.m.
- 12—Sports Car Show & Gymkhana, Riverside De Anza Park, 10 a.m.-6 p.m.
- *18-19—San Diego SCCA Open Ensenada Rallye.
- *24-25-26—Long Beach MG Club Great Western Championship Rallye.
- 26—Arrowhead FCC Time and Speed Trials, Riverside De Anza Race Track.
- 26—Santa Anita FCCA "Long Way 'round" Rallye, 2270 No. Lake Ave., Altadena, 8 a.m. 4 hours.
- 30—6/2 Wiesbaden Rallye, Germany

*—Indicates So. Calif. Council approved.
Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, TONGA 4042.

Kunstle, Von Neumann Santa Barbara Entries

First entries for the CSCC Santa Barbara sports car races May 18-19 include Jean Pierre Kunstle and John von Neumann.

Races are set for the 2.2-mile Goleta Air Field strip.

Kunstle co-drove to ninth over-all in a Porsche RS Spyder at Sebring. Von Neumann won the recent Mexican Avandaro race in a 2.5 Ferrari Testa Rossa.

Also filing were Jim Matthews, Jaguar; Gary Nelson, Porsche; Lew Bracker, Porsche; and Perry Peron, Panhard.

RUTTMAN VICTOR

Troy Ruttman won the 100-mile USAC National Championship stock car road race last Sunday at Paramount Ranch. He won the 50-lapper in a Ford. Sam Hanks, Mercury, was second, and Jimmy Reece, Pontiac, third.

FRANK COUPLE TAKES RALLYE

Howard and Jane Frank, driving an Austin-Healey, were overall winners with an error of only 1 min., 3 sec. in the CSCC's fourth Press-On-Regardless Rallye, April 13-14. The 10-hour affair ran to Las Vegas through Death Valley.

Next were Flo Stevens-Don Royer, Corvette, 3:45, and Nadine Frankel-Morris Frankel, Alfa, 4:08. One hundred forty cars competed, and 250 persons attended the breakfast ending the rallye. Trophy banquet was held at Royal Nevada Hotel, with winning cars on display around the pool.

LESTON ON TEAM

LONDON—The fourth driver in the official 1957 David Brown Aston Martin team will be Les Leston, 33.



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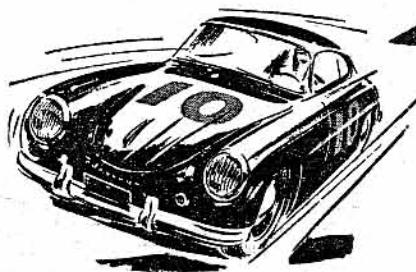
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MARY DAVIS RUN VICTOR

Pretty, blonde Mary Davis, one of the best known sports car racing drivers among the feminine set, acquitted herself gloriously in the recently-completed Mobilgas Economy Run to Sun Valley, Idaho.

She astounded motoring followers by driving a Plymouth



MARY DAVIS
Scores in Economy Run.

Belvedere 8 to victory in the low price class. Driving the entry of W. R. Shadoff, Pomona, she averaged 52.6211 ton-miles per gallon and 21.3907 miles per gallon.

This was the first time women competed in the famed run.

Other winners: Low medium price, Wm. J. Loshier, Dodge Coronet 500, 55.8920mpg, 22.0047 mpg; upper medium price, George Alsbury, Chrysler Saratoga, 56.7267mpg, 20.7032mpg; high price, Mel Alsbury, Jr., Imperial Crown, 64.5153mpg, 20.9465 mpg. The Imperial Crown was the sweepstakes winner.

Chrysler was wondering what happened to General Motors and Ford!

Clymer Indy Book Off the Presses

Ed Elliott announces that Floyd Clymer's interesting and information-packed Official Indianapolis Yearbook, 1956 edition, has just come off the presses. Copies, priced at \$1.50 each, may be ordered care of Spot Enterprises, 2808 S. La Cienega, Dept. MR, Los Angeles 34, Calif. Phone: TE 4272.

MISHAP SIDELINES BOB OKER

(Continued from Page 3)

Mercedes-Benz 300SL until only eight of the 25 laps remained. He had a commanding eight-second lead when he ran into tire trouble and was forced to withdraw.

OKER RUNS INTO TROUBLE

Also, from all appearances, this race would have been a walkaway for Bob Oker, the Whittier phenom in Ed Savin Sports Cars' sensational AC Ace-Bristol. Bob smashed the car into a pile of tire markers yesterday when he was leading. Mechanic Bill Rudd wouldn't let the machine go today without it first being magnafluxed.

But Bob raced anyway, thanks to the great hospitality of the islanders. Sherry Dowsett loaned him a Triumph TR3, and Bob gave it a fierce ride, finishing ninth. Oker also got action in the main go, when personable Bruce Danielson of Redlands, Calif., turned over his 1.9 Ferrari to him. Bruce said that was the fastest ride the little Ferrari ever got.

Dr. Talbot passed Clark on the 15th lap, moved into the No. 1 spot when von Kaesborg went out and led to the finish.

Leon Miller, Burbank, Calif., averaged 71.26 mph in a Lotus to win the opener, a one-hour race for F, G and H production cars. One of the highlights here, as was the case yesterday was the terrific battle between Jim Parkinson, MG-A, and Marion Lowe, Alfa Romeo Giulietta. Jim took third, Marion sixth. Yesterday, Marion was fourth, Jim going out when he lost his oil plug with two laps to go.

MILLER PLAYS WITH THE FIELD

Miller seemed to play with the field in this one, leaving Paul Nau lead in an Alfa, then booming out when the mood struck him. Leon took a movie of the race with a camera mounted in the cockpit.

Saturday's winners were Woods, D-Jaguar, followed by Daigh and Shelby; Maj. Ciriacks, Corvette; Miles, Porsche Spyder; Von Kaesborg, 300SL; Miller, Lotus, and Lou Brero, Jr., Maserati-Chevy. Turnbull, driving his first race, finished second behind young Brero in this race for novice drivers. Ray was in the Porsche Spyder. Lou was in the car which burst into flames today, killing his father.

Cumberland Races Slated May 17, 18, 19

The fourth annual Cumberland National SCCA Championship Sports Car Races will be held at Cumberland, Md., May 17, 18, 19. Sponsored by Cumberland Lions Foundation, Inc., it is sanctioned by the SCCA and under the technical direction of Steel Cities Region of the SCCA.

Entry blanks have been mailed to all holders of competition licenses and are available upon request from General Chairman William R. Carscaden, P. O. Box 839, Cumberland, Md. Entries must be received by the National Office no later than noon May 6.

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CALENDAR

MAY	JUNE
3-4-5—SCCA No. Carolina Race, Va. Int'l Raceway, Danville, Va.	1-2—Triple "R" Sports Car Road Races, Bakersfield.
2—URA Midget auto race, Gardena Stadium, Trials, 7 p.m., races, 8:30 p.m.	1-2—Utah SCCA Great Salt Lake Road Races, Salt Lake Airport No. 2, Midvale, Utah.
4—NASCAR late-model stock cars, 200-lap main event, Gardena Stadium, Trials, 7 p.m., Races, 8:30 p.m.	2—Belgian Grand Prix (Francorchamps).
4-5—7th Annual Catalina Island Motorcycle Grand Prix.	2—Ft. Worth SCCA Sports Car Road Races, Ft. Worth, Texas.
10—URA midgets, Gardena Stadium, 8:30 p.m.	8-9—Los Angeles SCCA Sports Car Road Races.
11—NASCAR late model convertible, Gardena Stadium, 8:30 p.m.	8-9—N.Y. SCCA Sports Car Road Races, Limerock, Conn.
17-18-19—SCCA National Championship races, Cumberland, Md.	15-16—CSCC Sports Car Road Races.
20—NASCAR late-model stock cars, Gardena Stadium, Trials 7 p.m., Races 8:30 p.m.	16—Dutch Grand Prix, Zandvoort.
	22-23—24-hour Le Mans
	22-23—Chicago SCCA Sports Car Road Races, Elkhart Lake, Wisc.
	29-30—San Francisco SCCA Sports Car Road Races, Santa Clara.

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Are You Going to Europe?

MANNEY TALKS ABOUT CYCLES

By Henry N. Manney III
MOTORACING Staff Correspondent.
(This is the 6th article of a series)

CANNES, France, May 1.—Before we go any further, we might discuss touring by motorcycle. It is cheap, lots of fun, and you see much more scenery. Don't forget that it is also more dangerous because of the slippery and windy roads and because there seems to be a pile of fresh cow flop right around every blind corner.



Henry N. Manney

Also don't forget that **NOBODY** in Europe uses his rear view mirror. Furthermore, (and this applies to those contemplating convertibles) Europe didn't get that nice green color because somebody painted it . . . rain rain rain.

Going racing? Gentlemen, you never had it so good at home. The California Sports Car Club, regardless of what my choleric Editor will say, has made it easier, cheaper, and safer to go the competition route than any place else in the world. Unless

you are an absolute howling squirrel, all you have to do is set your license and go.

Over here things are more complicated. To race here, in the first place, you have to have a competition license (and unless you have an angel, an entrant's license too) from a national club affiliated with the FIA (Federation Internationale Automobile), which is the governing body of the sport. As of now, the AAA does not issue licenses and USAC is not affiliated, so you have to wait till you get over here.

Now you can go direct to the FIA in Paris and take one out (no hassle) or if you have taken out residence in some European country you can go to the local branch of the national club (ACF in France, ACS in Switzerland, RAC in England) and take it out. You will need your racing record and several copies.

So far so good . . . when you get the entry blank for a race, you fill it out, send it to your automobile club, together with the money for the entry fee in the currency of the country in which you are residing. They "visa" the entry blank (this means they check over your record for experience, disqualifi-

cations, tracing record, etc. and stamp the blank), and send it back to the organizing club.

Their attitude, needless to say, is "Don't call me, I'll call you." Lots of races that you would want to run in are "invitational," which means that they pick who they want to run. Fields are not very large, generally, and the better known drivers who can be expected to draw the crowds are preferred. Of course, being American, you may get into some races on the strength of that and if you do well fine . . . you won't have too much trouble from then on.

(To Be Continued)

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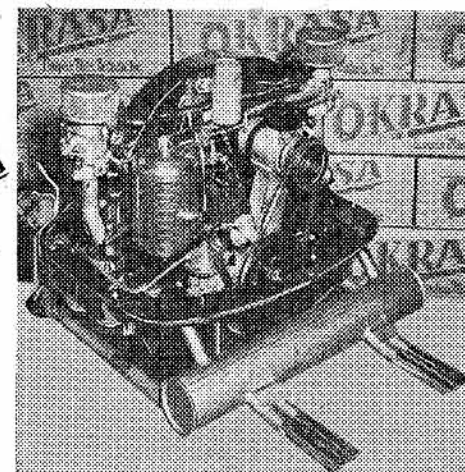
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(Continued from Page 6)

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McCULLOCH SUPERCHARGER with kit for 1951 Ford 8. Supercharger will fit later V8 and other engines. Spares. Used less than 10,000 miles. Cost over \$300. Sacrifice \$175. Also NEW Edelbrock heads '49-'53. Ford-Merc. 7.5:1 SUN Tach. 8 cyl. like new. Make offer. John Martin, 3939 Newmark Ave., San Bernardino, Ph: TU. 2-4057.

4.5 FERRARI COUPE, almost new. Genuine leather upholstery. Farina body. Send inquiries to: Motoracing, Box Q.

MG J2 Engine overhead valves and camshaft. 4 cyl. 1934. 847cc. Complete except no carburetor or transmission. Very good. Run only a few hours, never in a car. Eddie, NO. 3-3677, after 6 p.m. 2109 1/2 Aaron St., Los Angeles 26, Calif.

FERRARI, 1954 166 Inter Coupe. 1.9 liter V-12 with Ferrari five speed gearbox. Body of Farina. This machine is black and in very nice condition in every respect. I have been unable to sell the coupe due to the fact that there is NO appreciation for fine machinery in this area. The first offer over \$2750 buys this car. Contact D. Elzinga, Performance Cars—Grand Rapids, Inc., 644 Lovett S. E., Grand Rapids, Michigan.

MG SPECIAL—TC running gear—light aluminum competition body by Sutton. Completely modified and dynamic balanced engine, oil radiator, spoke wheels, car just finished, ready to go—NEED LOOT, will sacrifice. \$1425. HO. 5-9856.

JUDSON BLOWER for VW. Near new. Cost \$155, sacrifice \$95. HO. 2-8303.

BONDED BRAKE SHOES for all cars—sports, foreign, racing. Bonded Brake Shoe Exchange, EXPERTS. 7601 Santa Monica Blvd. HO. 4-1425.

MORGAN 1953 Drophead coupe. Cream and black. Excellent condition shows fine care. \$1595. 816 E. Valencia Ave., Burbank.

'55 PORSCHE SPEEDSTER 1500. White with black. Hard top. Low mileage. Very clean. Call Garfield 7-5058 evenings after May 5.

3-LITRE MASERATI. Like new. Ready to race. Top condition. Tony Paravano, 1635 Centinela, Inglewood, Calif.

1955 KURTIS SPORT CAR. Chrysler C-300 engine with quick change hubs and mag wheels. 1000 miles. \$3500. Warrant Officer Wells, HQ Strategic Air Command, Offutt AFB, Nebraska. Ph: Bellevue 2100, ext. 2121.

CLASS H SPECIAL. Partially completed, very light, good potential in class. Must sell, entering service. Call after 7:30 p.m. CLinton 6-0526 (Los Angeles).

SERVICES

SULLIVAN'S FOREIGN CAR SPEEDO-SERVICE specializing in repair of speedos, tachs, temperature and fuel gauges, clocks and cables. MG tach gear boxes rebuilt. 4718 Sunset Blvd., Los Angeles 27.

PIT STOP GARAGE, speed tuning. MG specialists. Race preparation. Repairs. 4210 Burbank Blvd., Burbank. TH. 2-7291.

SPORTS CAR INFORMATION CENTER—Quick and accurate information on "Where to buy it"—"Where to have it serviced"—details on current events, etc. Call EMpire 2-4157.

WANTED

CO-DRIVER with some competition experience for the Mille Miglia in a Vignale Goggomobil. Qualifications to be able to read maps, make sandwiches, and cook soup on the move. Box H, Motoracing.

2 FIRST CLASS foreign car mechanics. Parkhouse Motors. Webster 8-2848.

TRAILER FOR CORVETTE. "Doc" Hoppe, CH. 9-7772.

2 FIRST CLASS foreign car mechanics. Parkhouse Motors. Webster 8-2848.

Hawaii Racing Charts

SUNDAY, APRIL 21

First Annual Hawaii International Sports Car Speed Week. Dillingham Field, Mokuia, Oahu, Hawaii, 3.1-mile course. Staged by Associated Sports Car Clubs of Hawaii with the cooperation of Honolulu Junior Chamber of Commerce, Hawaii Region of Sports Car Club of America and MG Car Club of Hawaii.

Over- and under-1500cc modified (combined). Gold and Silver Challenge Cups. One hour. 28 laps. Avg. 82.677 mph.

Pos.	Secs.	Behind	Driver	Car	Class	Cup Pos.	Laps
1.			Pearce Woods	D Jaguar	C	1st—Gold Cup	28
2.	7.4		Chuck Daigh	Troutman-Barnes Spl.	B	2nd—Gold Cup	28
3.	8.6		Carroll Shelby	3.0 Maserati	C	3rd—Gold Cup	28
4.	12.1		John Von Neumann	3.5 Ferrari	C	4th—Gold Cup	28
5.	19.2		Ken Miles	Porsche Spyder	F	1st—Silver Cup	27
6.	32.3		E. Forbes-Robinson	Lotus MK.11	F	2nd—Silver Cup	27
7.	45.2		Lance Reventlow	Porsche Spyder	F	3rd—Silver Cup	26
8.	1:08.1		Jay Chamberlain	Lotus	G	4th—Silver Cup	26
9.	1:34.1		Chick Leson	1.5 Maserati	F		26
10.	1:53.1		James Lowe	Lotus Le Mans	F		26
11.	2:01.9		Larry Clark	Corvette	B		25
12.	2:08.3		W. B. Pringle	Austin Healey	D		25
13.	2:31.9		Bob Oker	1.9 Ferrari	E		25
14.	2:39.		Loretta Richert	Porsche Spyder	F		24
15.	2:54.8		Clarence Hironaka	Morris Minor Spl.	H		20
16.	2:56.8		Howard Swift	Renault Spyder	H		19
17.	3:06.5		Don Miller	Crosley Spl.	H		17

DID NOT FINISH—Roy Jackson-Moore, Cooper 1100, ignition trouble; Jack Burbridge, Lotus LeMans; Barney Alona, Modified Austin Healey.

Islanders Race, all classes. One hour, 25 laps. Avg. 73.892 mph.

Pos.	Secs.	Behind	Driver	Car	Class	Laps
1.			Raymond Turnbull	Porsche Spyder	F	25
2.	18.		Maj. Ruben Clariacks	Corvette	C	25
3.	35.		Roy Jackson-Moore	Siata	E	25
4.	42.2		Warren Dropman	Jaguar	C	25
5.	59.7		James Castle	Corvette	C	25
6.	1:02.4		John W. Reilly	Jaguar	C	25
7.	1:03.6		Richard Morgan	Austin Healey	D	24
8.	1:31.2		Jack Shuttleworth	Austin Healey	D	24
9.	1:42.4		Pat Mathis	T-Bird	B	24
10.	1:59.3		Walter Vail	TR 3	E	24
11.	2:03.1		Sherry Dowsett	TR 3	E	24
12.	2:34.6		Dexter Shittan	Austin Healey	D	24
13.	2:50.9		T. Robert White	MG Special	F	24
14.	2:55.4		Harry Tamura	Austin Healey	D	23
15.	3:07.7		Clark Reynolds	T-Bird	B	23
16.	3:22.4		Harvey Dawrs	Austin Healey	D	23
17.	3:39.7		Ed Sorenson	TR 3	E	23
18.	3:49.1		Eric Seiber	Austin Healey	D	22
19.	3:53.4		Milton Suzukawa	TR 3	E	22
20.	3:55.3		Tom Gibbons	Porsche Spyder	F	21
21.	3:59.5		Les de Loach	TR 3	E	21
22.	4:03.9		John Bertrand	MG TD	G	19
23.	4:05.5		Mike Carr	MG TD	G	19
24.	4:10.9		Clarence Hironaka	Morris Minor Spl	H	18

Eight cars did not finish.

Class E and over production cars. One hour, 25 laps. Avg. 76.453 mph.

Pos.	Secs.	Behind	Driver	Car	Class	Laps
1.			Peter Talbot	Corvette	C	25
2.	9.5		Larry Clark	Corvette	C	25
3.	16.8		James Orr	AC Bristol	E	25
4.	19.6		James Castle	Corvette	C	25
5.	1:09.3		Roy Jackson-Moore	Siata	E	24
6.	1:59.5		John Reilly	Jaguar	C	24
7.	2:39.7		George Snively	Austin Healey	D	24
8.	3:39.6		Peter Wilson	Austin Healey	D	24
9.	3:44.9		Bob Oker	Triumph	E	23
10.	4:12.3		Ed Sorenson	Triumph	E	23
11.	4:33.4		Sherry Dowsett	Triumph	E	23
12.	4:39.9		Clark Reynolds	T-Bird	B	22

DID NOT FINISH—Lek von Kaesborg, Mercedes-Benz 300SL, tire tread wore out, 18 laps; John Adamek, Triumph TR3, 15 laps; Danny Onaka, Austin Healey, 14 laps; George Riley, Lancia Spyder, 13 laps; Les DeLoche, Triumph TR3, 7 laps; Steve De Costa, Mercedes-Benz 190SL, valve keeper spring snapped off, 1 lap.

Class F, G and H production cars. One hour, 24 laps. Avg. 71.216 mph.

Pos.	Secs.	Behind	Driver	Car	Class	Laps
1.			Leon Miller	Lotus	G	24
2.	5.		Paul Nau	Alfa Romeo	G	24
3.	26.5		Jim Parkinson	MG A	F	24
4.	32.5		Bob Brigham	MG A	F	23
5.	53.		Robert Burns	MG A	F	23
6.	1:47.6		Marion Lowe	Alfa Romeo Giulietta	F	23
7.	3:23.3		E. R. Wojciechowski	MG TF	G	21
8.	3:28.6		Mike Carr	MG TD	G	18

DID NOT FINISH—Gil Geer, Porsche Speedster, 16 laps; Jack Tanner, Alfa Romeo Giulietta, 15 laps.

TIMED RUNS 1 MILE—APRIL 19

CLASS B MODIFIED—Chuck Daigh, Troutman Barnes, Spl., 142.85mph; Bill Lacy, Thunderbird, 128.57; Clark Reynolds, Thunderbird, 125.87; Pat Mathis, Thunderbird, 125.

CLASS C MODIFIED—Phil Hill, 4.9 Ferrari, 165.12; Pearce Woods, D Jaguar, 162.16; Lou Brero, D Jaguar, 150; John Von Neumann, 3.5 Ferrari, 136.36; Bob Gillespie, Maserati Chevy, 131.38.

CLASS C PRODUCTION—Ruben Clariacks, Corvette, 139.53; Larry Clark, Corvette, 132.35; Peter Talbot, Corvette, 128.57; James Castle, Corvette, 128.57; John Reilly, Jaguar XK140, 123.28; Dan Gardner, Jaguar XK140, 107.14.

MODIFIED CLASS D—Rod Carveth, Aston Martin, 133.33; E. Forbes-Robinson, 126.72; Jim Parkinson, Austin Healey, 120; Jack Shuttleworth, Austin Healey, 113.20; Pete Wimberley, Austin Healey, 105; Barney Alona, Austin Healey, 103.44; Harvey Dawrs, Austin Healey, 101.12.

CLASS D PRODUCTION—Lek Von Kaesborg, Mercedes-Benz 300 SL, 134.32; George Riley, Lancia Spyder, 111.80; Peter Wilson, Austin Healey, 106.50; Dexter Whitten, Austin Healey, 105.88; Harry Tamura, Austin Healey, 104.65; Danny Onaka, Austin Healey, 101.69; George Snively, Austin Healey Lemans, 101.12; Betsy Armour, Austin Healey, 98.90; Larry Grant, Austin Healey, 94.73.

CLASS E MODIFIED—Edith Field, AC ACE-Bristol, 128.57; Bruce Danielson, 1.9 Ferrari, 127.65; Bob Oker, AC ACE-Bristol, 126.76; Henry Nashiro, TR 2, 116.12.

CLASS E PRODUCTION—Chick Leson, Maserati, 128.57; Roy Jackson-Moore, Siata, 116.12; Adolph Schuman, Ferrari Testa Rossa, 112.50; Ed Sorenson, TR 3, 109.25; John Adamek, TR 2, 104.17; Ralph Prater, TR 2, 102.85; Les De Loach, TR 2, 102.85; Steve Da Costa, Mercedes-Benz 190 SL, 102.27; Milton Suzukawa, TR 3, 101.12.

CLASS F MODIFIED—Tetta Richert, Porsche Spyder, 129.49; Ray Turnbull, Porsche Spyder, 126.76; Edith White, MG Spec., 120; Robert White, MG Spec., 101.12; Gordon Hill, MG TD, 93.26.

CLASS F PRODUCTION—E. Forbes-Robinson, Lotus, 132.35; Jay Chamberlain, Lotus, 125; Roy Jackson-Moore, Lotus, 122.44; Jim Parkinson, MGA, 120; Tom Gibbons, Porsche Spyder, 115.35; Gil Geer, Porsche Spyder, 113.92; Bob Brigham, MGA, 101.69; Dan Hogan, MGA, 95.23; Robert Burns, MGA, 93.36; E. R. Wojciechowski, MG TF, 91.37; Wally Whitcomb, MGA, 90; Greg Phelps, MGA, 88.23; George Reeves, MG Spec., 82.94.

CLASS G MODIFIED—James Orr, Ermini Spyder, 116.12.

CLASS G PRODUCTION—Jack

SATURDAY, APRIL 20

FIRST RACE: Novice, all classes, 15-minute time limit—Lou Brero Jr., (Maserati - Chevy); Ray Turnbull, (Porsche Spyder); Adolph Schuman, (2.0 Ferrari); John Reilly, (Jaguar XK 140M); Pete Wilson, (Austin Healey); Ed Sorenson, (TR 3); Dan Gardner, (Jaguar XK 140 M); John Bertrand, (TR 3); Harry Tamura, (Austin Healey).

SECOND RACE: F.G.H. Production, 45-minute time limit—Leon Miller, (Lotus) G; Paul Nau, (Alfa Romeo) G; Gil Geer, (Porsche Spyder) F; Marion Lowe, (Alfa Romeo Giulietta) G; Dan Hogan, (MG A) F; Robert Burns, (MG A) F.

THIRD RACE: E and above Production, 45-minute time limit—Lek Von Kaesborg, (Mercedes-Benz 300 SL) D; Danny Hogan, (Siata) E; Larry Clark, (Corvette) C; James Orr, (ACE-Bristol) E; James Castle, (Corvette) C; John Reilly, (Jaguar) C; George Snively, (Austin Healey Le Mans) D; Sherry Dowsett, (Triumph) E; Pete Wilson, (Austin Healey) D; George Riley, (Lancia Spyder) D; Ed Sorenson, (Triumph) E; Walter Vail, (Triumph) E; Steve Da Costa, (Mercedes-Benz 190 SL) E; Les de Loach, (Triumph).

FOURTH RACE: F.G.H. Modified, 45-minute time limit—Ken Miles, (Porsche Spyder) F; Lance Reventlow, (Porsche Spyder) F; Roy Jackson-Moore, (Cooper Climax) F; James Lowe, 39 (Lotus LeMans) G; Chick Leson, (Maserati) F; Jack Burbridge, (Lotus) G; George Reeves, (MG Special) F; Don Miller, (Crosley Special) F.

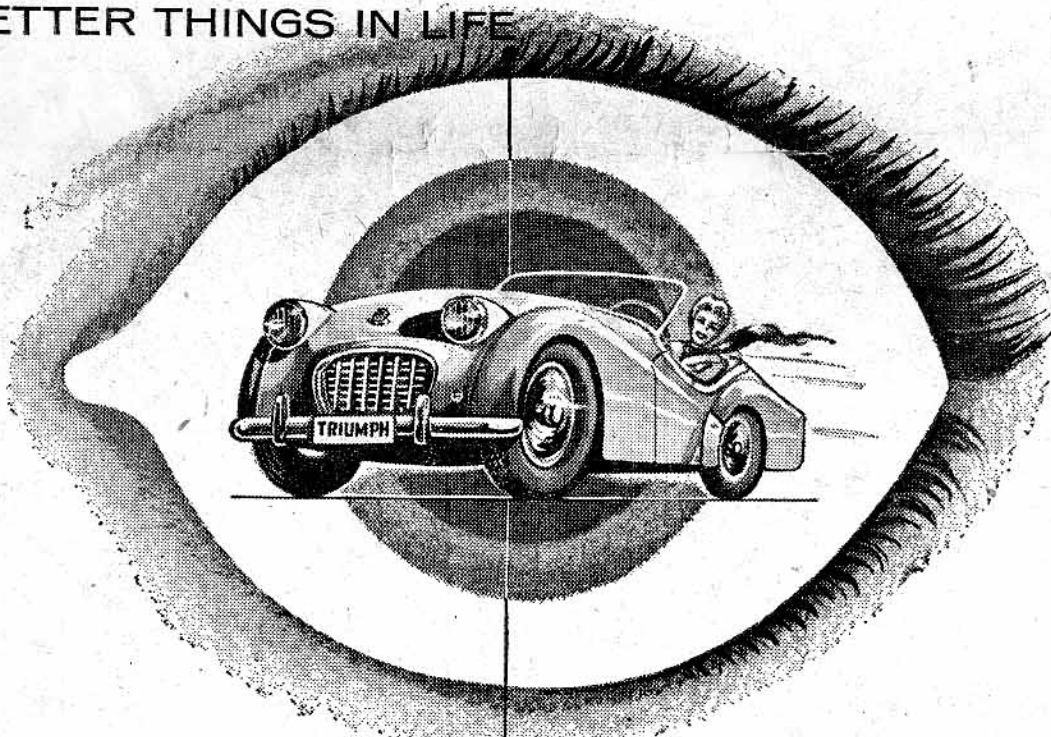
FIFTH RACE: Islanders, all classes, 45-minute time limit—Ruben Clariacks, (Corvette) C; Danny Hogan, (Siata) E; Bill Lacy, (Thunderbird) B; Ray Turnbull, (Porsche Spyder) F; Warren Dropman, (Jaguar).

SIXTH RACE: E and above, Modified, 45-minute time limit—Pearce Woods, (D Jaguar) C; Chuck Daigh, (Troutman-Barnes Special) B; Carroll Shelby, (3.0 Maserati) D; Johnny Von Neumann, (3.5 Ferrari) C; Maj. Ruben Clariacks, (Corvette) C; E. Forbes-Robinson, (Lemans Healey) D; Bob Gillespie, (Maserati-Chevy) C; W. B. Pringle, (Austin Healey) D; Bruce Danielson, (1.9 Ferrari) E. Three cars did not finish. Elapsed time: 45:32.2.

Tanner, Alfa Romeo Giulietta 104.65; Mike Carr, MG TD, 86.95; Joe Castagnen, MG TD, 76.59.

CLASS H MODIFIED—Don Miller, Crosby Spec., 93.26; Clarence Hironaka, Morris Minor, 79.64; Howard Swift, Renault Spyder, 79.29.

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